



**APPROVED**  
**SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE  
TRANSPORTATION COMMISSION  
SPECIAL MEETING**

**THURSDAY, FEBRUARY 4, 2016**

**KIVA – CITY HALL  
3939 N. DRINKWATER BOULEVARD  
SCOTTSDALE, ARIZONA 85251**

**1. CALL TO ORDER**

Vice Chair Holley called the special meeting of the Scottsdale Transportation Commission to order at 6:02 p.m.

**2. ROLL CALL**

**PRESENT:** Steven Olmsted, Chair (arrived 6:11 p.m.)  
Paul Holley, Vice Chair  
Gary Bretz, Commissioner  
Barry Graham, Commissioner  
Jyme Sue McLaren, Commissioner  
Steven Rosenberg, Commissioner  
Robert Stickles, Commissioner

**PRESENT:** Robert Stickles, Commissioner

**STAFF:** Paul Basha, Transportation Director

**GUESTS:** Chase Emmerson

**3. PUBLIC COMMENT**

No members of the public wished to address the Commission.

**4. TRANSPORTATION MASTER PLAN UPDATE**

Paul Basha, Director of Transportation provided the update. Highlights included:

- The recommendation has been finalized for Commission approval for one of three motions:
  - Approve the Transportation Master Plan, recommending to City Council that it be adopted as presented.
  - Approve the Transportation Master Plan with modifications with a recommendation to City Council to approve it with modifications.
  - Make modifications to the Transportation Master Plan to be brought back to the Commission on February 18th for a final vote.
- The Transportation Master Plan includes several elements.
  - As with the 2008 Transportation Master Plan, it states that deviation from these policies can only occur with a majority vote by the Transportation Commission.
  - Current policies in the Transportation Master Plan do not have the force of law.
  - The City Council adopted the Transportation Master Plan in 2008, but did not approve it through ordinance or resolution. It is hoped that the City Council will authorize the use of the Transportation Master Plan through an ordinance or resolution.
- Modified policies include:
  - Access and mobility for all ages and abilities.
  - Complete streets, consisting of several policies currently existing in the 2008 Transportation Master Plan.
  - Roundabouts First policy states that the City of Scottsdale will assume that roundabouts will be installed at every intersection of a one lane or two lane per direction pair of streets, unless an analysis shows that a signal would be superior in operation.
  - Traffic signals.
  - Operation of the Transportation Department, including biennial traffic volume and rate report.
  - Check speed limits every seven years.
  - Prohibit direct access from single family homes to arterial streets.
  - Traffic signal and median opening separation.
  - Shea Boulevard access policy, which was adopted 21 years ago and minimizes direct access to Shea Boulevard.
    - The Commission has heard and approved one appeal of this policy, which proposed a CVS Pharmacy on the property of the CVS Headquarters at 96th Street and Shea Boulevard. This appeal has never gone before City Council for zoning approval and no further action has occurred.
    - In response to a question from a Commissioner, Mr. Basha stated that CVS would not need to come before the Commission again for additional approval, if they acted in accordance with the Commission's motion.

(Chair Olmsted arrived)

- The McDowell Sonoran Preserve occupies 35 percent of the land area of the City. The Transportation Master Plan recommends two significant changes:
  - For the area in the vicinity south of Dynamite Boulevard and Happy Valley Road, east of Alma School Parkway, the Transportation Master Plan currently shows 128th Street crossing the Preserve. The 2016 Transportation Master Plan removes this portion of the street to become emergency access only.

- The roadway would provide 20 feet of asphalt for fire trucks and would be gated at the north and south ends.
- Police vehicles would have emergency access and field services would have access for maintenance purposes.
- If police or fire deemed it necessary to evacuate homes or Preserve hikers in the area, the road could be used for evacuation either north or south.
- The following streets are included in the 2016 Transportation Master Plan with a new cross-section:
  - 128th Street south of Ranch Gate Road
  - Ranch Gate Road between 118th Street and 128th Street
  - Jomax Road between Alma School Parkway
  - 118th Street and Dynamite Boulevard east of 118th Street
    - These streets would be modified to one motor vehicle lane per direction and one wide bicycle lane per direction, separated by a raised landscape median.
    - The 12-foot motor vehicle lane and eight-foot bicycle lane provide 20 feet for emergency vehicle operation. In the event of emergencies, police and fire could use one side of the street for two-way traffic.
    - Currently Dynamite Boulevard east of 118th Street is included as two motor vehicle lanes per direction as its ultimate cross section. The 2016 Transportation Master Plan reduces future construction of the street to one motor vehicle lane and one wide bicycle lane. Right of way would continue to accommodate a six-lane roadway.
- Transit elements include two new trolley routes.
  - Airpark Trolley would serve east and west of the runway, connecting at the existing Scottsdale Road and Thunderbird Road Park and Ride Lot.
  - Cactus Trolley would serve the area east of State Route 101, north of Via Linda and southwest of the Central Arizona Project Canal. There are options to continue across the canal to the northeast and then west on Bell Road.
- The Transportation Master Plan includes a new limited stop bus route, connecting Scottsdale Thunderbird Park and Ride to Scottsdale Fashion Square. The only stops would be at the Airpark and Scottsdale Fashion Square.
- Potential future rail routes were identified.
  - Yellow Route: From Scottsdale Fashion Square along Goldwater and then from the City Hall complex on Drinkwater, continuing south on Scottsdale Road to connect to the Rural and University Light Rail Station.
  - Blue Route: Would be coincident with Goldwater and Drinkwater, coincident on Scottsdale Road to McDowell Road. Based on the Commission's suggestion, the route would extend on McDowell Road to Galvin Parkway, connecting to the Priest Drive and Washington Street Light Rail Station.
  - A Commissioner stated that a third route option might be helpful to present to the City Council. A suggestion would be a route on McDowell Road that elbowed up to Scottsdale Road and would include access to the Light Rail Station at 44th Street as well as the Sky Train. Mr. Basha replied that this route has been previously discussed. The concept in earlier discussions was that the route would continue on McDowell and, curve to the south west of the Papago Buttes, connecting to the Sky Train Station at 44th Street and Washington. In response to a question from Chair Olmsted, Mr. Basha confirmed that the McDowell Road route extends to the General Dynamics building at McDowell and Granite Reef.

- Vice Chair Holley suggested the insertion of a paragraph on page 32 regarding the designation of potential future rail routes, community consideration of physical and fiscal feasibility as well as evaluation of economic development, environmental and socioeconomic impacts.

**COMMISSIONER GRAHAM MOVED TO INCORPORATE THE THIRD ROUTE OPTION INTO THE 2016 TRANSPORTATION MASTER PLAN. VICE PRESIDENT HOLLEY SECONDED.**

A Commissioner sought clarification that the recommendation was for the McDowell corridor west of 64th Street to 44th Street and then south to the light rail to the 44th Station, not east of Scottsdale Road. Chair Olmsted indicated that running the route east of Scottsdale Road down McDowell past Hayden would just give City Council another corridor idea to consider. The Commissioner stated a preference for going north at Scottsdale, as McDowell Road is an either/or option, with the travel either going to downtown Scottsdale or to the McDowell corridor. The McDowell Road to 44th Street option is a concern, as that entire corridor is in another city. Therefore, this alignment is dependent upon a broader regional conversation.

Vice Chair Holley commented that there is value in discussions regarding the area of Phoenix at McDowell to 44th Street, due to the significant development opportunities. However, it is not necessarily a Scottsdale oriented option. Mr. Basha stated that the intention of including the proposed route diagrams in the Transportation Master Plan is to begin a dialogue with other agencies that would be involved. There is value in including the route on McDowell to Granite Reef at General Dynamics.

Commissioner Graham withdrew his motion.

**CHAIR OLMSTED MOVED TO ADD A MCDOWELL ROAD CORRIDOR IN TO GENERAL DYNAMICS, IDENTIFYING A POINT TOWARD PHOENIX AS WELL. VICE PRESIDENT HOLLEY SECONDED.**

A Commissioner commented that the point of providing the proposed Transportation Master Plan is to solicit action from the City Council, not to merely solicit discussion. Chair Olmsted stated that this is a regional decision in regards to the wider Valley Metro connectivity and includes a wide swath of people. He added that the Transportation Master Plan does spur the City Council to action.

**THE MOTION CARRIED BY A VOTE OF FOUR (4) TO ONE (1). COMMISSIONER ROSENBERG DISSENTED. COMMISSIONER GRAHAM ABSTAINED. COMMISSIONER STICKLES WAS ABSENT.**

Mr. Basha stated that the dashed line approach to identifying alignments is not very informative and suggested three separate figures, one for each of the three alignments. He suggested red for McDowell Road. Vice Chair Holley concurred with this approach, in order to provide clarity.

In explanation for his abstention, Commissioner Graham stated that a rail path that does not go downtown would disappoint many Scottsdale residents. However, he was optimistic that the Transportation Master Plan would be submitted to City Council with a unanimous vote.

A Commissioner stated that presenting multiple color lined routes diminishes the message that the Commission understands there will not be rail corridors on every one of these streets, but that only one will be built. Mr. Basha agreed that the Commission does not want the message to be that it wants three different routes. In the first paragraph of the draft Transportation Master Plan, there are two highlighted sentences, a portion of which reads, “Only one of these routes would be ultimately selected.”

Chair Olmsted commented that it would be appropriate for the Commission to submit a position paper on any number of topics related to the Transportation Master Plan, whether single or combined.

**VICE CHAIR HOLLEY MOVED TO INSERT THE PARAGRAPH ON PAGE 32 OF THE FINAL DRAFT TRANSPORTATION MASTER PLAN AS READ INTO THE RECORD EARLIER. COMMISSIONER MCCLAREN SECONDED. THE MOTION CARRIED BY A VOTE OF SIX (6) TO ZERO (0). COMMISSIONER STICKLES WAS ABSENT.**

Mr. Basha suggested that the Commission consider voting to recommend the Transportation Master Plan to City Council as modified this evening. Staff would then make the changes and provide them to Commissioners via email for further review and comment. Chair Olmsted agreed that this was acceptable.

Mr. Basha presented the element of the Transportation Master Plan related to non-motorized vehicles. Highlights included:

- Two parts to the element include:
  - Paths, which are paved
  - Trails, which are unpaved
  - For both types, there are project maps and lists, identified as high, medium and low priority.
  - These are desired projects and essentially complete duplicates of the 2008 Transportation Master Plan.

Highlights of the ensuing discussion included:

- Chair Olmsted thanked Mr. Basha and staff for their years of work on the Transportation Master Plan.
- Chase Emmerson requested to speak on behalf of Preserve Ranch, LLC and Cav Ranch, LLC, which together control a combined 360 acres along North 128th Street. Both properties border the McDowell Sonoran Preserve. Cav Ranch, LLC controls the majority of Cavalier Ranch, LLC, a future master planned community. He voiced support of the Transportation Department’s recommendation to eliminate public vehicular access through the Preserve along 128th Street. This enhances the Preserve as an asset to the community and future residents. Blocking off North 128th Street would have a negligible impact on traffic in the area. They are supportive of potential City funded improvements in the area.
- Vice Chair Holley suggested inserting the word “proposed” for multiuse paths and trails in reference to identified sections of the document. Mr. Basha agreed to insert the wording into the noted sections. Vice Chair Holley stated the intention to differentiate between existing and new trails.

**VICE CHAIR HOLLEY MOVED TO ADD THE WORD “PROPOSED” IN REGARDS TO TRAILS AND PATHS, WHEN REFERRING TO FIGURES ON PAGE 34 AND 43 OF THE FINAL DRAFT TRANSPORTATION MASTER PLAN. COMMISSIONER GRAHAM SECONDED. THE MOTION CARRIED BY A VOTE OF SIX (6) TO ZERO (0). COMMISSIONER STICKLES WAS ABSENT.**

**COMMISSIONER ROSENBERG MOVED TO APPROVE THE FINAL DRAFT OF THE 2016 TRANSPORTATION MASTER PLAN AS MODIFIED. COMMISSIONER BRETZ SECONDED. THE MOTION CARRIED BY A VOTE OF SIX (6) TO ZERO (0). COMMISSIONER STICKLES WAS ABSENT.**

**5. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS**

There were no comments

**6. PUBLIC COMMENT**

There were no public comments.

**7. ADJOURNMENT**

With no further business to conduct, Chair Olmsted adjourned the regular meeting at 7:13 p.m.

SUBMITTED BY:

A/V Tronics, Inc. DBA AVTranz.

**\*Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/transp.asp>**